

**BY ORDER OF THE  
SECRETARY OF THE AIR FORCE**

**AIR FORCE INSTRUCTION 11-2C-32B,  
VOLUME 1**



**26 OCTOBER 2015**

***Flying Operations***

**C-32B AIRCREW TRAINING**

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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This instruction implements Air Force Policy Directive (AFPD) 11-2, *Aircraft Rules and Procedures*, and is consistent with AFPD 11-4, *Aviation Service*, Air Force Instruction (AFI) 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*, and AFI 11-202, Vol 1, *Aircrew Training*. It establishes standards for qualification, mission qualification, continuation, and upgrade training for aircrew members operating C-32B aircraft. This instruction is applicable to Air National Guard (ANG) units. This publication does not apply to Regular Air Force or Air Force Reserve Command (AFRC) units. The authorities to waive wing/unit level requirements in this publication are identified with a Tier ("T-0, T-1, T-2, T-3") number following the compliance statement. See AFI 33-360 for a description of the authorities associated with the Tier numbers. Submit requests for waivers through the chain of command to the appropriate Tier waiver approval authority. This publication may be supplemented at any level, but all direct supplements must be routed to the OPR of this publication for coordination prior to certification and approval. This publication requires the collection and or maintenance of information protected by the Title 5 United States Code (USC) Section 552a, The Privacy Act of 1974, authorized by 37 USC § 301a, *Incentive Pay: aviation career*; Public Law (PL) 92-204, *Appropriations Act for 1973*; 93-570, § 715, *Appropriations Act for 1974*; 93-294, *Aviation Career Incentive Act of 1974*; DOD Instruction 7730.57, *Aviation Incentive Pays and Continuation Bonus Program*; and Executive Order 9397, *Numbering System for Federal Accounts Relating to Individual Persons*, as amended. The applicable SORN, F011 AF XO A, *Aviation Resource Management Systems (ARMS)*, is available at: <http://dpcl.d.defense.gov/Privacy/SORNsSearchResults/tabid/7541/Category/277/Default.as>

**px** Recommendations for improvements to this instruction are encouraged. Send recommendations to AFSOC/A3T, through command channels, on an AF Form 847, *Recommendation for Change of Publication*. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with (IAW) Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of IAW the Air Force Records Disposition Schedule (RDS) in the Air Force Records Information Management System (AFRIMS).

## ***SUMMARY OF CHANGES***

This document has been substantially revised and must be thoroughly reviewed. Major changes include tiering requirements for waiver authority, pilot designation codes and upgrade progression changes, **Chapter 2** includes mission qualification training, "Copilot AAR" certification changed to "PNF AAR" certification, "Aircraft Commander AAR" qualification changed to "PF AAR" qualification, and **Attachment 6: Table of Allowable Maneuvers for Qualification/Certification** added. Tiers have been added to clarify waiver authority levels and align with Headquarters Air Force guidance.

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## Chapter 1

### POLICY

**1.1. General.** This instruction provides for training management of C-32B crew members. It implements AFI 11-202, Vol 1, *Aircrew Training*. Training policy, guidance, and requirements are set forth for each phase of aircrew training. The phases are progressively designed to develop the mission readiness of each aircrew member while maintaining previously acquired proficiency. For the purposes of this instruction the "National Guard Bureau (NGB)" is considered a Major Command (MAJCOM).

1.1.1. Pilot Mission Qualification Training (**Chapter 2**) qualifies pilots in the unit's airland mission.

1.1.2. Career Enlisted Aviators (CEA) Mission Qualification Training (**Chapter 3**) qualifies CEA aircrew members in the unit's mission.

1.1.3. Continuation Training (**Chapter 4**) provides the capability for aircrew members to reinforce and build upon previous training and conduct mission oriented aircrew training designed to enhance and maintain mission readiness.

1.1.4. Upgrade and Specialized Training (**Chapter 5**) establishes aircraft commander upgrades, Air-to-Air refueling (AAR) certifications and qualifications, and upgrades all aircrew members to instructor and flight examiner.

### 1.2. Key Words Explained.

1.2.1. "Will" and "shall" indicate a mandatory requirement.

1.2.2. "Should" is normally used to indicate a preferred, but not mandatory, method of accomplishment.

1.2.3. "May" indicates an acceptable or suggested means of accomplishment.

1.2.4. "**NOTE**" indicates operating procedures, techniques, etc., which are considered essential to emphasize.

**1.3. Training Objective.** The overall objective of the aircrew training program is to develop and maintain a high state of mission readiness to facilitate immediate and effective employment in exercises, contingencies, limited war, and general war operations.

### 1.4. Responsibilities.

1.4.1. Air Force Special Operations Command (AFSOC), in coordination with Headquarters United States Special Operations Command (USSOCOM) and the NGB, will establish and supervise an aircrew training program consistent with the policies and requirements of this instruction.

1.4.2. Commanders at each level will comply with the policies and intent of this instruction and ensure that safety is not compromised, and monitor aircrew training to ensure these programs are both aggressively and realistically designed and executed. (T-1) Aircrew personnel engaged in upgrade training will complete their training in a timely and uninterrupted manner. (T-1) Aircrew members entered in any training program leading to

qualification should be dedicated to that program on a full-time basis. Consideration should be given to relieving them of all other duties not directly related to the training.

1.4.3. Wing Commander. WG/CC will ensure unit/local level agencies and facilities support aircrew ground training programs. Host and/or co-located units will develop local agreements to consolidate aircrew training support base-wide. (T-1)

1.4.4. Operations Group. The OG/CC or designated representative will chair the 150 SOS semi-annual Stan/Eval Board (SEB). This meeting will usually be incorporated into a Training Review Panel (TRP). (T-1)

1.4.5. Unit CC/Director of Operations (DO) or Training Office will identify areas where additional training is needed and direct unit training accordingly. (T-1) They will initiate action to obtain necessary training support from the appropriate office or headquarters as soon as the need for assistance becomes apparent. (T-1) Unit CC/DO or Training Office will ensure mission objectives are prebriefed, debriefed, and evaluated to ensure successful mission accomplishment. (T-1) They will also initiate waiver requests of training requirements through appropriate channels when facilities and support are not available. (T-1)

1.4.5.1. DOT will convene a Training Review Board (TRB) quarterly to be chaired by the CC or DO. Panel members should include representatives from training, stan/eval, senior CEA's, and all available instructors. (T-1)

#### 1.4.6. Instructor Responsibilities.

1.4.6.1. Be thoroughly familiar with all courseware and contents of the applicable attachments to this instruction for qualification, upgrade, and specialized training they are required to administer. (T-2)

1.4.6.2. Review the student's training records prior to performing each flight or training session. (T-2)

1.4.6.3. Ensure all required upgrade training items are completed and signed off only after the student demonstrates the required level of knowledge and proficiency. Complete and sign off all required training items prior to recommending the student for an evaluation or certifying the student in a maneuver or procedure. (T-2)

1.4.6.4. Instructors who demonstrate deficiencies in their ability to instruct may be relieved of instructor duties. Commanders will take the necessary action to either retrain or remove those individuals from instructor status IAW Air Force or AFSOC directives. (T-2)

#### 1.4.7. Individual Aircrew Member Responsibilities.

1.4.7.1. Complete training requirements and currencies within the guidelines of this instruction. (T-3)

1.4.7.2. Participate only in ground and flying activities for which they are qualified, current and adequately prepared. (T-3)

### 1.5. Aircrew Training Policy (T-2).



1.5.1. The primary training method for C-32B initial qualification, requalification, specialized, upgrade training is in-unit training using AFSOC/A3VS approved SOI and AF Form 4111s. Training personnel will prepare an AF Form 4109, *SOF/CSAR Aircrew Training Record*, prior to beginning unit-developed training. (T-1)

1.5.2. Training Records. Use AF Form 4109 to document the qualification, re-qualification, specialized training, or upgrade of an aircrew member. This record and attached forms will provide a chronological record of qualification or upgrade training administered by the unit of assignment and serves as a syllabus. It documents all applicable ground training, special function training and flying training accomplished by an aircrew member. Instructions for completing and managing training records are contained in [Attachment 2](#) and AFI 11-202, Vol 1.

1.5.3. Training time limitations. C-32B crew members should start initial upgrade or re-qualification training within 60 days after reporting for duty unless formal school dates are unavailable. The unit will notify NGB/A3T (cc to AFSOC/A3VS) before a crew member exceeds this limit. (T-1)

1.5.3.1. C-32B crew members must complete in-unit qualification or re-qualification within 120 days from the date of their first ground training session or flight (whichever occurs first). Individuals unable to complete the training within this specified time limit may continue training, however, the unit must request an extension from NGB/A3T (cc to AFSOC/A3VS) with a description of the difficulty and an expected completion date. (T-1)

1.5.4. The number of training tasks in the initial mission qualification or upgrade training guide is a recommended average which normally allows the student to achieve the desired level of proficiency. It is not intended to restrict the number of times a task may be accomplished. However, if in the judgment of the unit CC/DO, excessive flights are required, refer to **Paragraph 1.16**.

1.5.5. Proficiency Advance (PA). Students may proficiency advance provided all Required Proficiency Levels (RPLs) are met or exceeded for the advanced (skipped) sortie(s)/lesson(s). The unit's Operations Officer is the approval authority for PA. The recommendation and approval must be documented in the individual's training record prior to the next flight/event. Student will initial below the approving official's remarks on the AF Form 4110, Comments SOF/CSAR Training Record, to indicate acknowledgment of the proficiency advance. (T-3)

1.5.6. Individual events accomplished during satisfactory completion of initial mission or upgrade evaluations may be credited towards the individual's currency requirements. Individual events accomplished during satisfactory completion of an instructor certified upgrade may be credited towards the individual's currency requirements provided the appropriate AF Form 4348, *USAF Aircrew Certifications*, entry has been accomplished.

1.5.7. Except where specifically covered by this instruction, an instructor pilot will be at a set of flight controls during (T-1):

1.5.7.1. All pilot mission qualification training.

1.5.7.2. Touch and go landings.

1.5.7.3. Simulated engine-out training.

1.5.7.4. All AAR certification or qualification training.

1.5.7.4.1. Pilots that have completed any AAR certification or qualification may perform practice contacts from either seat under the supervision of an AAR IP with no passengers on board, on dedicated training sorties.

1.5.7.5. Other times required by applicable operational instructions or at the discretion of the instructor pilot. See **Table of Allowable Maneuvers for PF Qualification/Certification** in **Attachment 6**. **EXCEPTIONS:** 1. IP candidates, under the supervision of a qualified IP (not in a pilot's seat), may occupy a pilot seat with an unqualified pilot except during takeoff, landing, simulated engine-out training, and air refueling from the pre-contact position to contact. 2. During initial and re-qualification IP evaluations, IP candidates may exercise all of the privileges of a fully qualified IP, under the supervision of a flight examiner (whether or not the examiner is in a pilot's seat).

**1.6. Waivers.** Waiver authority for directive guidance (will, shall, must, etc.) throughout this regulation is tiered IAW AFI 33-360, *Publications and Forms Management*. IAW AFI 11202, Vol 1, the MAJCOM/A3 is the waiver authority for individual aircrew requirements on a case-by-case basis, but the MAJCOM/A3 may not approve blanket or group (two or more aircrew) waivers. AFSOC/A3 or NGB/A3O (as applicable) serves as the MAJCOM/A3 waiver authority for MDS-specific Volume 1 aircrew training requirements unless otherwise noted in this AFI. Some ground training items (e.g. small arms training, LOAC, etc.) are tasked by other agencies. Reference the source instruction to determine the waiver authority in these cases. Waiver requests will be submitted through MAJCOM Standardization and Evaluation channels to the appropriate waiver authority (T-1).

1.6.1. Waivers to the requirements of this instruction will be submitted via message, memo, fax, or email through the unit training office to the OG/CC, or NGB/A3T or AFSOC/A3VS (as applicable) for approval, unless otherwise specified. Group commanders are the delegated waiver authority for flying hour requirements and for ground and flying training requirements as outlined below in **Paragraph 1.6.5**. The unit training office will keep an accurate record of all waivers granted and notify NGB/A3T or AFSOC/A3VS, as appropriate, by message when such waivers or extensions are issued. (T-1)

1.6.1.1. Waiver authority for supplemental guidance is as specified in the supplement and approved through higher level coordination authority.

1.6.2. Tier requirements refer to waiver authority based on level of risk. See AFI 33-360, Table 1.1, Tier Waiver Authorities.

1.6.2.1. "Tier 0" (T-0) requirements are reserved for requirements that non-compliance is determined and waived by respective non-Air Force authority.

1.6.2.2. "Tier 1" (T-1) requirements are reserved for requirements that non-compliance may put airman, mission, or program strongly at risk, and may only be waived by the MAJCOM/CC or delegate with concurrence of publication approver. When multiple MAJCOMs are affected, then T-1 is appropriate.

1.6.2.3. “Tier 2” (T-2) requirements are reserved for requirements that potentially put the mission at risk or potentially degrade the mission or program, and may only be waived by the MAJCOM/CC or delegate.

1.6.2.4. “Tier 3” (T-3) requirements are reserved for requirements that non-compliance has a remote risk of mission failure, and may be waived by the Wing/CC but no lower than the OG/CC.

1.6.3. Process waivers for this regulation IAW [Table 1.1](#)

**Table 1.1. Processing of Waiver Requests.**

<b>Waiver Requested By:</b>	<b>Waiver Authority:</b>	<b>Forward Requests Through:</b>	<b>Reply Sent To:</b>	<b>Info Copy Sent To:</b>
ANG unit (Title 32)	NGB/A3O	OG/ Commander (CC)	OG/CC	AFSOC/A3VS  Requesting Unit
Activated ANG Unit (Title 10)	AFSOC/A3	OG/CC AFSOC/A3VS	OG/CC	Requesting Unit

1.6.4. Waiver request. Provide the following information in a waiver request (T-2).

1.6.4.1. Identify waiver type (include paragraph requiring waiver action).

1.6.4.2. Full name and grade of individual requiring waiver.

1.6.4.3. Unit of assignment (if attached, provide flying unit of attachment).

1.6.4.4. Current crew qualification, including special mission qualifications (if applicable).

1.6.4.5. Total flying time/Primary Aircraft Assigned (PAA) time including instructor/evaluator time (if applicable).

1.6.4.6. Crew qualification to which aircrew member is qualifying or upgrading (if applicable).

1.6.4.7. Scheduled training start date (if applicable).

1.6.4.8. Expected qualification or upgrade completion date (if applicable).

1.6.4.9. Date event last accomplished (if applicable).

1.6.4.10. Explanation of reason for waiver.

1.6.4.11. Requesting unit point of contact (include name, rank, office symbol, and telephone number).

1.6.5. Ops Group Commander Waiver Authority. Ops Group Commander (OG/CC) or equivalent may waive the following. (T-3)

1.6.5.1. The total and PAA hours (up to 30%) required for upgrade in all crew positions. A copy of the waiver is filed in the individual's training record.

1.6.5.2. Ground and flying continuation training requirements in Chapter 4 of this AFI for assigned or attached crew members (case-by-case basis only). Base the decision to approve a waiver on the individual crew member's experience and proficiency level. **NOTE:** Ground training waivers are not be based on a crew member's availability. The OG/CC will determine the allowable time period of the waiver (e.g., 30-day extension, next training cycle, etc.). (T-1) OG/CC should consider if sufficient flying events were accomplished (to ensure MR proficiency), before waiver approval. Do not approve a waiver request for the same flying or ground training event deficiency affecting two consecutive training periods. Notify NGB/A3T (cc to AFSOC/A3VS) when waivers or extensions are issued.

1.6.5.3. If necessary, submit a written request through the OG/CC (or equivalent) to the appropriate MAJCOM OPR. The unit Training Office must keep an accurate record of waivers granted. (T-1)

## 1.7. Training Restrictions (T-2).

1.7.1. Pilots. Instructors may not instruct a pilot position higher than their qualification (i.e. an airland instructor may not instruct AAR if not AAR instructor certified). See **Table of Allowable Maneuvers for PF Qualification/Certification** in **Attachment 6**.

1.7.2. Airborne Mission Systems Specialist(s) (AMSS) and Loadmaster (LM) may train two students at the same time, provided the crew complement only requires one of their respective crew positions.

## 1.8. Senior Officer Flying/Supervisory Aircrew (T-2).

1.8.1. Senior Officer Flying. Senior officers in authorized flying positions (Aircrew Position Indicator (API) 6 or 8) may be qualified in the unit aircraft if they have completed a formal upgrade course (orientation courses do not apply). They must complete annual written exams and flight evaluations that are annotated on an AF Form 8, *Certificate of Aircrew Qualification*. (T-1)

1.8.1.1. Colonels and below that will maintain either mission capable or mission ready status will complete the appropriate ground and flying training requirements outlined in **Chapter 2, 4, and 5**. (T-1)

1.8.2. Supervisory Flying. Senior officers in authorized supervisory flying positions per AFI 11-401 may fly in primary crew positions in the C-32B as indoctrination flyers only, and only after completion of the Senior Officer Orientation Course. They must have current flight physicals, physiological training, and egress training prior to their first flight. (T-1) They will log "O" or "X" time (not creditable for pay). (T-1)

1.8.2.1. Senior officer pilots logging "O" or "X" time will always fly with an instructor pilot when occupying a pilot seat. (T-1)

1.8.2.2. Commanders and key supervisors who fly IAW AFI 11-401 paragraph 3.6.1 may fly in the seat, under direct instructor pilot supervision, with MEP on board.

1.8.2.3. During non-critical phases of flight, commanders and key supervisors who fly IAW AFI 11-401 paragraph 3.6.1 may fly in the seat, under direct instructor pilot supervision, with passengers on board. See AFI 11-202, Vol 3, for definition of critical phases of flight.

1.8.3. Senior Officer Multiple Aircraft Qualification. Senior officers in supervisory flying positions (API 6 or 8) maintaining multiple aircraft qualification must have completed a formal upgrade course. (T-1) C-32B pilot mission qualification requires periodic qualification examinations and flight evaluations for each aircraft. AAR certification or qualification requires AAR certification or qualification upgrade completion. There are no recurring requirements for AAR qualification.

**1.9. Unit Indoctrination Briefing.** Prior to performing unsupervised aircrew duties, crew members will receive a unit indoctrination briefing. (T-1) This briefing is a requirement for all newly assigned aircrew members. Document unit indoctrination briefing in the Aviation Resource Management System (ARMS) for assigned and attached personnel. (T-2)

**1.10. Initial Cadre for Change of Aircraft, Equipment, or Capability.** When possible, qualified personnel in other units operating like equipment will provide the initial cadre. (T-1) In some instances, it is necessary for units converting from one design aircraft to another to form an initial cadre of aircrew personnel for whom certain training qualification requirements may be waived. Authorization to form initial cadre crews will be contained in the conversion program action directive. Unless otherwise stated in the program action directive, the following conditions will apply to management of initial cadre aircrew qualification. (T-2)

1.10.1. A nucleus of instructor and flight examiner personnel (initial cadre) is formed to begin aircrew conversion. Converting units send proposed initial cadre list by name, rank, current crew position and aircraft, total flying time, and requested crew qualification level through channels to NGB/A3 (cc to AFSOC/A3) for approval. (T-2)

1.10.2. Initial cadre not designated in a crew position higher than currently held; for example, mission pilot to flight examiner. On subsequent evaluations enter appropriate comments in the remarks section of AF Form 8, explaining the individual's status as initial cadre instructor. (T-2)

1.10.3. Following final approval, publish a unit letter to identify initial cadre instructors and flight examiners by aircraft and crew qualification and file in each cadre individual's Flight Evaluation Folder. Make an AF Form 942, *Record of Evaluation*, entry documenting the initial cadre letter. (T-2)

**1.11. Unit Aircrew Capability.** The unit will maintain mission ready status on all primary aircrew members up to unit authorizations. (T-1) Commanders will ensure aircrews are trained to meet capabilities specified in the unit Designed Operational Capability (DOC) statement. Unit supervisory aircrew and staff members assigned or attached which are in excess of the unit's mission requirements will maintain mission ready or mission capable status, as directed by the unit commander. (T-1)

**1.12. Use of the Aviation Resource Management System (ARMS).** The unit will develop local procedures to ensure aircrew ground and flying training is properly documented and updated in ARMS. (T-1) Each unit will provide a printed copy of current ground and flying training summaries to each individual prior to joining another flying unit. (T-1)

**1.13. Changes.** Recommendations for improvement to this instruction are encouraged. Send to AFSOC/A3VS on AF Form 847. (T-2)

**1.14. Deviations.** This instruction does not authorize deviations from the flight manual or any other AFI. Flight safety prime consideration and take precedence over the requirements and guidance of this instruction. (T-2)

**1.15. Publication Administration.** All aircrew members are authorized this publication. This publication is available on the e-publishing website. (T-2)

**1.16. Failure to Progress.** If a student fails to progress according to syllabus requirements, the unit will conduct a Progress Review Board (PRB). The PRB can recommend continuation in training; or an AFI 11-402, *Aviation and Parachutist Service, Aeronautical Ratings and Badges*, action; (e.g., a Flying Evaluation Board (FEB) to the unit commander). The PRB, at a minimum, will be comprised of the unit DO, Stan/Eval Office, Training Office and a senior enlisted advisor. The contract civilian training facility will identify students who fail to progress IAW the formal training syllabus (pilots only). (T-2)

**1.17. Career Enlisted Aviators (CEA).** CEA in the C-32B consist of Loadmasters and Airborne Mission System Specialists. CEA are not tied to AFI 36-2101, *Classifying Military Personnel (Officer and Enlisted)*, for aircrew qualification upgrade. All enlisted aircrew qualifications are separate and distinct from skill level qualification. When an AF Form 8 is completed for the applicable flight evaluation, then that crew member is qualified to perform all duties assigned to that crew qualification regardless of skill level. Aircrew instructor and flight examiner qualifications are also separate and distinct from OJT trainer or certifier designation and are reflected in the Air Force Specialty Code by use of “K” prefix (aircrew instructor) and “Q” prefix (aircrew flight examiner). (T-2)

**1.18. C-32B Pilot Designation (PD) Codes.** AFI 11-401, defines pilot aviation codes. For standardization and upgrade progression, use the codes in [Table 1.2](#) (3<sup>rd</sup> and 4<sup>th</sup> letter/number designators are used to distinguish AAR certification/qualifications and attached staff aircrew members). (T-2)

**Table 1.2. C-32B Pilot Designation (PD) Codes and Upgrade Progression (T-2).**

First Two Digits of PD Codes (Airland Codes)	
UP	Unqualified Pilot. In or awaiting formal airland mission qualification training. Pilot is in UP status until completing initial mission qualification.
FP	Qualified airland Pilot. "First Pilot" Completed initial mission qualification evaluation.
MP	Aircraft Commander. Completed Aircraft Commander Certification Program (ACCP). Has been certified as an Aircraft Commander.
IP	Instructor Pilot (Airland). Completed Instructor Pilot upgrade training and evaluation. Has been certified as an Instructor Pilot.
EP	Evaluator Pilot. Completed Evaluator Pilot upgrade training. Has been certified as an Evaluator Pilot.

Third and Fourth Digit of PD Codes (AAR and Staff Codes)	
None	No AAR certification or qualification. In or awaiting AAR training (unless no AAR training will be completed. <b>Example:</b> Staff pilot not requiring AAR certification or qualification). Pilots will not have a third digit in PD code until an AAR qualification and/or certification is completed.
3	PNF AAR certified Pilot. Has completed PNF AAR certification. (Limited to PNF AAR duties when inside of the pre-contact position.)
2	PF AAR qualified Pilot. Has completed PF AAR qualification and evaluation. (Qualified to fly in contact position.)
1	Certified AAR Instructor Pilot. Has completed AAR instructor training and certification. Must be an airland IP before AAR IP training is initiated.
S	Crewmembers, including LM and AMSS, in headquarters staff positions maintaining mission capable status will be identified with a third or fourth letter code "S," as in IP1(S), IL(S), MK(S), etc.

**Table 1.2 Notes:**

1. Airland and AAR codes are independent. Typical progression is UP, FP, FP3, FP2 MP2, IP2, and IP1. PF AAR (contact) qualification ("2" status) may be completed before or after Aircraft Commander Certification. (i.e., a Pilot might be an MP3 before MP2).
2. Except for previously qualified C-32 aircraft commanders, all pilots will begin in a crew qualification of FP. FP qualified pilots may fly in either left or right seat. Theun commander should take into consideration total flight time and previous aircraft flown to determine their initial qualification level. OG/CC (or equivalent) is waiver authority for initial qualification level. (T-3)
3. See **Attachment 6, Table of Allowable Maneuvers for PF Qualification / Certification.**

**1.19. Hiring Considerations.** Due to the unique mission of the C-32B, all aircrew members are selected for positions based on their military background and experience. At a minimum, a potential aircrew member will have the following qualifications (T-2):

- 1.19.1. Pilots candidates will have completed undergraduate pilot training (UPT) and have been qualified on a previous USAF aircraft.
- 1.19.2. Career Enlisted Aviator (CEA) candidates will meet all criteria listed in the appropriate Air Force Specialty Code (AFSC) Career Field Education and Training Plan (CFETP) and have prior qualification at the 5 or 7 skill level in any previous USAF AFSC.
- 1.19.3. 150th Maintenance candidates will meet all criteria listed in the appropriate Air Force Specialty Code (AFSC) Career Field Education and Training Plan (CFETP) and have prior qualification at the 5 or 7 skill level in any Aircraft Maintenance USAF AFSC. Candidates will be required to cross train into other aircraft maintenance career fields. In

addition, FAA certified, Exceptional Release, and All Systems "Red-X" qualified personnel are highly desired to meet unique unit requirements.



## Chapter 2

### PILOT MISSION QUALIFICATION TRAINING

#### *Section 2A—Scope*

**2.1. Overview.** This chapter outlines the minimum requirements for mission qualification training, re-qualification training for unqualified periods of greater than two years and conversion or differences training for pilots. Required mission qualification training for other aircrew members is contained in **Chapter 3**.

**2.2. General Requirements.** Pilots will complete a formal simulator training course prior to beginning in-unit mission qualification training. (T-1)

2.2.1. When simulator training is delayed, familiarization flights are authorized. Pilots will be coded on the flight orders as “UP” and fly in an unqualified status. Unqualified pilots who have not attended simulator training will not occupy a seat with a set of flight controls until simulator training has been completed. No training folder entry is required for familiarization flights. These familiarization flights will not start the 120 day training completion timeline. Prior to the first flight, all items in **Table 4.1** with **Note 1** attached, must be completed.

**2.3. Time Period for Qualification.** In addition to the requirements in **Paragraph 1.5.3**, pilots should start unit qualification training within 60 days of the completion of contract simulator training. The unit will notify NGB/A3T (cc to AFSOC/A3VS) before a crew member exceeds this limit. (T-1)

#### *Section 2B—Prerequisites*

**2.4. Training Prerequisites.** Course prerequisites are IAW the AFSOC/A3VS approved SOI, AF Form 4111s, AFI 11-202, Vol 1, and this instruction. The only prerequisites that are met prior to starting the formal simulator course are those required by the simulator training provider. (T-2)

#### *Section 2C—Ground Training Requirements*

##### **2.5. Ground Training Requirements (T-2).**

2.5.1. Mission Qualification Ground Training. Training requirements are listed in AFSOC/A3V approved SOI and AF Form 4111s.

2.5.2. Ground Training. Prior to flight training, all items in **Table 4.1** (Ground Training Requirements), with **Note 1** attached, are completed. Prior to mission ready or mission capable status, all items in **Table 4.1** with **Note 2** (Mission Ready status items) or **Note 3** (Training status items) attached, must be completed.

## ***Section 2D—Flying Training Requirements***

**2.6. Flying Training Requirements.** Complete flying training requirements for initial airland mission qualification in accordance with AFI 11-202, Vol 1 and the appropriate AFSOC/A3VS approved SOI and AF Form 4111s. (T-2)

2.6.1. There should be minimum time lapse between training missions. Every effort should be made to complete qualification-training requirements within the prescribed time period.

2.6.2. Pilot flying training requirements may be completed on training or operational missions under the direct supervision of an instructor. Initial qualification, re-qualification, or upgrade training for pilots cannot be conducted on missions with passengers onboard.

2.6.3. Conduct flight evaluations IAW AFI 11-2C-32B, Vol 2, *C-32B Aircrew Evaluation Criteria*.

## ***Section 2E—Aircraft Conversion Training***

**2.7. Basic Aircraft Qualification Conversion/Difference Training Requirements.** Conversion training is normally associated with training between different Mission Design Series (MDS). Difference training is normally conducted when training in a different series aircraft in the same MDS. Conversion training results in an aircraft evaluation and difference training is usually completed with an instructor sign-off. Use difference training when changing between same design aircraft and the amount of training needed for qualification does not warrant attendance at a formal qualification course. Additionally, accomplish difference training when an aircraft is modified and required training for that modification can easily be accomplished in-unit. Conversion training requires the completion of the appropriate AF Form 4111, *SOF/CSAR Training Record*, and satisfactory completion of the applicable MDS written qualification examination. After conversion training, crew members will maintain qualification as outlined in this chapter, at the discretion of the unit commander. (T-1)

## Chapter 3

### CEA MISSION QUALIFICATION TRAINING

#### *Section 3A—Scope*

**3.1. Overview.** This chapter establishes the minimum training requirements for completing mission qualification for AMSS and LM. Conduct mission re-qualification IAW [Table 4.4](#) and this chapter. (T-2)

**3.2. General Requirements.** Formal school is not available for this qualification. All assigned and attached aircrew members will complete the requirements outlined in the appropriate SOI and AF Form 4111s for this instruction. (T-1) Prior to performing unsupervised aircrew duties, newly assigned personnel must also complete unit indoctrination briefing. (T-1)

**3.3. Time Period for Mission Qualification.** All assigned and attached aircrew members should complete in-unit mission qualification training within 120 days from the date of their first mission qualification event. Individuals unable to complete the training within this time limit may continue training; however, the unit must request an extension from NGB/A3T (cc to AFSOC/A3VS) with a description of the difficulty and an expected completion date. (T-1)

#### *Section 3B—Prerequisites*

##### **3.4. Training Prerequisites (T-2).**

3.4.1. AMSS and LM should start mission qualification training within 60 days after reporting for duty.

#### *Section 3C—Ground Training Requirements*

##### **3.5. Ground Training Requirements (T-2).**

3.5.1. Mission Qualification Ground Training. Training requirements are listed in AFSOC/A3VS approved SOI and AF Form 4111s.

3.5.2. Ground Training. Prior to flight training, all items in [Table 4.1](#) (Ground Training Requirements), with **Note 1** attached, must be completed. Prior to mission ready or mission capable status, all items in [Table 4.1](#) with **Note 2** (Mission Ready status items) or **Note 3** (Training status items) attached, must be completed.

#### *Section 3D—Flying Training Requirements*

**3.6. Flying Training Requirements.** In-unit initial mission qualification training must be accomplished IAW AFI 11-202, Vol 1 and AFSOC/A3VS approved SOI and AF Form 4111s. (T-2)

3.6.1. There should be minimum time lapse between training missions and every effort should be made to complete mission qualification training requirements within the prescribed time period.

3.6.2. Crew member requirements may be completed on training or operational missions under the supervision of an instructor. In this case, the student crew member and the instructor fulfill the requirement for one primary position as specified in Table 3.1 of AFI 11-2C-32B, Vol 3, *Operations Procedures*.

3.6.3. Conduct flight evaluations IAW AFI 11-2C-32B, Vol 2, *C-32B Aircrew Evaluation Criteria*.

### **3.7. Mission Specific Requirements (T-1).**

3.7.1. Loadmasters. Loadmasters will accomplish a minimum of two on/offload of personnel with equipment prior to an initial mission qualification evaluation (minimum three sorties).

3.7.2. AMSS. AMSS will accomplish a minimum of ten sorties (two of which will be AAR sorties) prior to an initial mission qualification evaluation.

## Chapter 4

### CONTINUATION TRAINING

#### *Section 4A—General*

##### **4.1. General Requirements.**

4.1.1. This establishes the minimum flying and related ground training requirements to maintain currency. The unit commander ensures each crew member receives sufficient continuation training to maintain individual proficiency.

4.1.2. Training requirements may be completed on any sortie if the accrediting criteria of this instruction are met. Sorties and events that are compatible may be credited on the same flight.

4.1.3. Accomplish events identified as night requirements between the end of evening civil twilight and the beginning of morning civil twilight. Additional night events accomplished that exceeds night requirements may be credited as day or total events unless otherwise indicated.

4.1.4. Aircrew members will not log continuation training requirements in events in which they are unqualified.

4.1.5. Individual events accomplished on a satisfactory initial or re-qualification evaluation may be credited toward the individual's currency requirements. For events requiring certification, events accomplished on the certification sortie may be credited toward currency requirements.

#### *Section 4B—Prerequisites*

**4.2. Prerequisites (General).** Aircrew members who maintain mission ready or mission capable status must have completed mission qualification training. (T-1)

#### *Section 4C—Training Requirements (General)*

##### **4.3. Training Requirements (General).**

4.3.1. Ground Training. All crew members will comply with the applicable requirements of **Table 4.1.** (T-1)

4.3.2. Flight Training. Mission ready aircrew members will maintain basic and mission aircraft training requirements of **Table 4.3.** (T-1)

4.3.2.1. PNF AAR certified and PF AAR qualified pilots will accomplish all of the applicable AAR requirements from **Table 4.3.**

4.3.2.2. Mission capable aircrew members will accomplish at least 50 percent of the applicable basic/mission ready requirements from **Table 4.3.** (T-1) In addition, an overseas sortie is not required for mission capable aircrew members. **NOTE:** Crewmembers, including LM and AMSS, in headquarters staff positions maintaining mission capable status will be identified with a third or fourth letter code "S," as in

IP1(S), IL(S), MK(S), etc. If a mission capable aircrew member flies as a primary crew member on an overseas sortie, they will be under the direct supervision of an instructor. Unit CC/DO is the approval authority for operations without an instructor. (T-3)

4.3.3. **Prorating Training Requirements.** Prorate aircrew member flying training requirements for individuals not available for flying duties due to non-flying Temporary Duty (TDY), Duties Not Including Flying (DNIF), emergency leave, etc. and aircraft non-availability. Prorate individual requirements based on the number of full calendar months left in the training period following completion of certification, qualification, or requalification. Use [Table 4.2](#) to determine the number of sorties and events required for an individual after proration.

**4.4. Re-currency/Requalification Training.** This is training that an aircrew member must accomplish under the supervision of an instructor when currency/qualification has been lost. (T-1) The event resulting in re-currency and each event thereafter are creditable for the currency training period. Conduct requalification training under the supervision of an instructor or flight examiner when an aircrew member is non-current in excess of six months (unqualified). (T-2)

4.4.1. **Basic and Mission Currency/Requalification.** Failure to accomplish basic or mission currency or volume items from [Table 4.3](#) which are required every calendar month, 60 days, 90 days, or semi-annual period, results in the loss of basic or mission currency respectively. Basic and mission re-currency/requalification training requirements are shown in [Table 4.4](#). Individual proficiency will dictate the number of events to be flown with an instructor or flight examiner to satisfy sortie delinquency (as a minimum, one sortie will be flown). Pilots that are non-current for an overseas sortie may regain currency under the supervision of a current and qualified aircraft commander. CEA crewmembers that are non-current for an overseas sortie may regain currency under the supervision of any current and qualified CEA of the same crew position.

4.4.2. **AAR Currency/Requalification.** Failure to accomplish all AAR currency events that are required every semiannual period result in loss AAR currency. [Table 4.3](#) denotes which events result in loss of AAR currency; however, non-currency in excess of six months results in loss of qualification. Loss of AAR currency does not affect basic or mission currency. AAR re-currency/requalification training requirements are shown in [Table 4.5](#). For PNF AAR certification, which only requires an initial certification by an instructor, currency/qualification may be regained by showing proficiency in that event to an instructor.

#### ***Section 4D—Ground Training Requirement***

**4.5. General Information.** [Table 4.1](#) Designates ground-training requirements for all aircrew members. Table notes specify which items are considered either grounding or required for mission ready status. For grounding items, crew members will not perform flight duties until the grounding item is satisfied. (T-1) For mission ready items, crew members will not deploy on exercises, contingencies, operational missions, or be placed in ALERT status. For training status items, crew members will fly under instructor supervision until current in applicable item(s). (T-2)

**4.6. One Time Ground Training Requirements.** Initial training that does not require refresher training. (T-2)

4.6.1. Survival, Evasion, Resistance, and Escape (SERE) and Combat Survival Training. (S-V80) [SS20] Complete SERE training IAW AFI 16-1301, *Survival Evasion, Resistance, and Escape (SERE) Program*. For action to be taken on personnel who fail to meet training standards while enrolled in a USAF survival school, see AFI 11-402. These courses are usually completed together.

4.6.2. Local Area Survival [SS01]. Identifies local policies and procedures that could affect an aircrew member's recovery. Determines personnel recovery tactics, techniques, and procedures applicable to local area operations IAW AFI 16-1301. Local area survival is a one-time requirement, to be accomplished prior to the first flight and is taught by unit AFE.

4.6.3. Crew Resource Management (CRM), Initial [G231]. AFI 11-290, *Cockpit/Crew Resource Management Training Program*, establishes requirements for developing and managing tailored, mission-specific CRM programs and requires CRM training for all Air Force aircrew members. CRM consists of initial and periodic refresher training. This course builds upon the principles of crew coordination, communications, decision making, leadership, and management skills.

4.6.4. Egress Training, Initial [LL03]. Aircrew members will complete initial ground egress training during initial qualification training. (T-1) Academic training covers the opening of all doors, escape slides and exit instructions to include flight deck and passenger compartment familiarization with emphasis on the location and function of all switches and controls required for all emergency procedures. Actual hands-on training is accomplished in the aircraft and includes opening the entry door, a pilot's window, and operation of the electric airstairs. All crew members will receive training prior to their first flight. (T-1)

4.6.5. Marshaling Training and Exam [G002]. Training goal is to ensure designated crew members understand the proper procedures and signals to help prevent aircraft taxi incidents. Accomplish marshaling exam within 30 days of PCS to a flying unit or every four years, whichever occurs first, IAW AFI 11-218, *Aircraft Operations and Movement on the Ground*.

4.6.6. Fire Extinguisher Training [G022]. Air Force Occupational Safety and Health (AFOSH) STD 91-501, *Air Force Consolidated Occupational Safety Standard*, requires this training upon arriving Permanent Change of Station (PCS) to a new flying unit. This training will familiarizes crew members in the use of the type of fire extinguishers onboard their assigned aircraft.

4.6.7. Aircrew Flight Equipment Familiarization Training [LL01]. Conduct IAW 11-301 Volume 1. One time event, per base assignment, conducted prior to the first flight at home station to familiarize aircrew members with local AFE items availability, issue, use, pre-flight, and post-flight procedures. This training is provided for subsequent re-assignments to the same base.

4.6.8. Unit Indoctrination Briefing [G001]. Prior to performing unsupervised aircrew duties, crew members will receive a unit indoctrination briefing. This briefing is a requirement for all newly assigned aircrew members. Document unit indoctrination briefing in the Aviation Resource Management System (ARMS) for assigned and attached personnel.

4.6.9. Water Survival Training, Initial (S-V90-A) [SS32]. Accomplish IAW ETCA. Training is designed to provide aircrew members the opportunity to demonstrate their ability to use aircraft specific flotation devices and aircrew flight/survival components available

during an over water emergency. Also, demonstrate ability to employ water survival techniques and rescue procedures. The objective of this training is to emphasize survivor needs using water related equipment, accessories, and procedures. Additionally, this training includes emphasis on the use of appropriate passenger support equipment and the proper care of passengers during a survival situation. Conduct IAW AFI 16-1301, *Survival, Evasion, Resistance, and Escape (SERE) Program*.

**4.7. Recurring Aircrew Refresher Training Requirements:** Crew members will comply with the time periods listed in [Table 4.1](#) for recurring ground training requirements. The recurring AFSOC established training requirements shown in [Table 4.1](#) are not required for those aircrew members who will retire or will be assigned to a non-flying position within 4 months after their due date. (T-2)

4.7.1. Aircraft Anti-Hijacking [G090]. Provides crew members with training on United States Air Force (USAF) policy that includes war and peacetime requirements for arming USAF personnel and the use of deadly force. Training includes the process to identify and training aircrews armed to protect resources, use of force model, and preventing/resisting acts of aircraft piracy (hijacking). Reference AFI 13-207, *Preventing and Resisting Aircraft Piracy (Hijacking)*, AFD 16-8, *Arming of Aircrew, Mobility, And Oversea Personnel*, to include procedures in AFI 31-117, *Arming and Use of Force by Air Force Personnel*.

4.7.2. Aircrew Intelligence Training (AIT) [G121] Provides aircrew fundamentals of threat knowledge, visual recognition, and collection and reporting requirements. Enhance crew member understanding of threats to unit assets with a direct impact on mission success and aircrew survival. Course provides aircrew with details concerning how, when and what to include in Mission Reports, Ops-Intel interface, Request for Information, Escape and Evasion procedures and the development and coordination of Evasion Plans of Action. OPR is unit Intelligence office. (T-3)

4.7.3. AMSS Refresher [G221] See [Attachment 5](#). Dual log G081 and G082 with this training. (T-3)

4.7.4. Antiterrorism (AT) Awareness Training Level 1 [G109]. C-32B crew members must complete G109 annually to meet training requirements in AFI 10-245, *Antiterrorism (AT)*. (T-1)

4.7.5. Authentication and Operations Code Systems [G081]. Units will develop local training programs and conduct initial and periodic training IAW Air Force Cryptological Aids Operations (AFKAO)-5, *Instructional Guide for Operations Codes*. (T-1)

4.7.6. Chemical, Biological, Radiological/Nuclear and Explosive Defense Awareness Course (CBRNE) [G010]. Accomplish this event IAW AFI 10-2501, *Air Force Emergency Management (EM) Program Planning and Operations*. (T-3)

4.7.7. Combat Survival Continuation Training [SS02]. Training consists of a Field Training Exercise comprised of code of conduct, combat recovery, land navigation, personal protection, signaling and communication. Accomplish an evasion scenario incorporating all aforementioned curriculum and “hands-on” use of AFE available in unit assigned aircraft systems. Combat Survival Training (CST) should be tailored to individual experience levels, local climatic conditions, and unit mission. Completion of S-V80-A establishes the baseline for recurring training. In the event of inclement weather, lack of suitable/safe training area,



or during contingency operations, CST requirements may be satisfied in a classroom environment. Accomplish this training IAW AFI 16-1301. OPR is unit AFE office. (T-2)

4.7.8. Conduct After Capture (CAC) Training [SS03]. Provides refresher training for wartime, peace time governmental, and hostage detention situations. Completion of S-V80-A establishes the baseline for recurring training. Accomplish this training IAW AFI 16-1301.

4.7.9. High Risk of Isolation / Contingency SERE Indoctrination (HRI/CSI) [SS07]. Training is designed to satisfy CENTCOM AOR pre-deployment requirement. A SERE specialist will teach current CENTCOM AOR guidance. (T-3)

4.7.10. CRM Refresher [G230]. Refresher training is designed to reinforce the aircrew's CRM academic knowledge and refocus on skills that lead to successful mission accomplishment. Accomplish IAW AFI 11-290, *Cockpit/Crew Resource Management Training Program*. CRM skills should be inseparable parts of operational practices. A unit facilitator or approved contractor facilitator will conduct CRM refresher. (T-1) Attempt to have at least one crew member per crew position present.

4.7.11. Egress Training, Non-ejection [LL03]. Evaluates the aircrew's ability to demonstrate use of aircrew and passenger flight/survival equipment and primary and secondary air and ground egress points. Ensure crew members are aware of their responsibilities for conducting safety briefings IAW AFI 11-202, Vol 3, *General Flight Rules*. Accomplish this training IAW AFI 11-301, Vol 1. (T-2)

4.7.12. Emergency Evacuation Course (EEC) [EV01]. Evaluates the aircrew's ability to demonstrate emergency/critical action procedures in a controlled environment. Provides hands-on training of emergency items and associated aircraft equipment. Accomplish this training at an approved civilian facility. This training may also be accomplished in the unit assigned aircraft. Dual log LL03 and G022 with this training. (T-3)

4.7.13. Flight Physical [PP01]. Accomplish this event IAW AFI 44-170 and AFI 48-123. (T-2)

4.7.14. Hazardous Materials (HAZMAT) Refresher [G252]. To familiarize crew members with procedures and restrictions when carrying hazardous materials. Provides instruction reviewing mobility aircrew hazardous materials procedures and AFMAN 24-204(I), *Preparing Hazardous Materials for Military Air Shipments*; and Air Force Joint Instruction (AFJI) 11-204, *Operational Procedures for Aircraft Carrying Hazardous Materials*. (T-3)

4.7.15. Identify Friend or Foe (IFF)/Selective Identification Frequency (SIF) Procedures [G082]. Pilots and AMSS will receive initial and periodic training in IFF/SIF procedures. Training includes IFF/SIF loading and operation to include time changeover procedures and IFF on/off lines. This training includes MDS specific equipment operating procedures. (T-3)

4.7.16. Information Assurance Awareness (IAA) Program [G106]. Ensures the understanding of the critical importance of Information Assurance (IA). All individuals with access to DoD Information Technology systems are required to receive and complete initial IA orientation awareness training before being granted access to system(s) and annual IAA training to retain access annually. (T-3)

4.7.17. Information Protection [E100]. Information Protection Course consists of Information Security (INFOSEC); Operations Security (OPSEC); Freedom of Information Act (FOIA); Personally Identifiable Information (PII); and Records Management. The course provides general awareness-level training. This course instructs on protective measures for information and information systems from unauthorized access, use, disclosure, disruption, modification, recording or destruction; practices for maintaining records including classifying, storing, securing and eventual disposal; the federal law that allows for full or partial disclosure of information and documents controlled by the US government; and, the Privacy Act of 1974 and its conditions to protect personally identifiable information. This course is required annually. (T-3)

4.7.18. Instrument Refresher Course (IRC) [G130]. All pilots on active flying status must complete IRC IAW AFMAN 11-210, *Instrument Refresher Program (IRP)*. IRC must be completed every fourth quarter after completion. For example, if this training is completed in the first quarter of the year (Jan, Feb or Mar), it must be completed no later than the first quarter of the following year. (e.g., If completed 15 Jan, next IRC to be completed by 31 Mar of the following year.). Crew members will fly with an instructor until current in this event. (T-2)

4.7.19. Isolated Personnel Report (ISOPREP) Review [G120]. IAW this regulation and USSOCOM Directive 525-21, *Personnel Recovery*, individuals with an ISOPREP card will review the cards(s) prior to departing on any OCONUS mission and /or prior to assuming any ALERT status. OPR is unit Intelligence office. (T-2)

4.7.20. Law of Armed Conflict (LOAC) [G100]. Crew members will receive training in the principles and rules of LOAC IAW AFD 51-4, *Compliance with the Law of Armed Conflict (LOAC)* and AFI 51-401, *Training and Reporting To Ensure Compliance With The Law Of Armed Conflict*. At a minimum, training includes subjects required by the 1949 Geneva Conventions for the Protection of War Victims and the Hague Convention IV respecting the Laws and Customs of War on Land of 1907. LOAC training is available in several formats including web-based training. (T-3)

4.7.21. Aircrew Flight Equipment Training [LL06]. An academic and equipment training event in which aircrew members demonstrate their ability to locate, preflight and use all aircrew and passenger AFE carried aboard unit aircraft or issued to aircrew members. This training includes the limitations and safety issues related to AFE. Conduct IAW AFI 11-301. OPR is unit AFE office. (T-2)

4.7.22. Loadmaster Systems Refresher [G224]. See [Attachment 4](#). (T-3)

4.7.23. Marshaling Training and Exam [G002]. Training goal is to ensure designated crew members understand the proper procedures and signals to help prevent aircraft taxi incidents. Accomplish marshaling exam within 30 days of PCS to a flying unit or every four years, whichever occurs first, IAW AFI 11-218, *Aircraft Operations and Movement on the Ground*. OPR is unit Stan/Eval office.

4.7.24. Passport [E030]. Official passport, issued with five year expiration. All members must obtain an official passport. A crewmember should not be in ALERT status without a valid official passport. (T-1)

4.7.25. Passport, Secondary [E035]. Official dual passport. May have 3-5 year expiration.

4.7.26. Physiological Training (Refresher) [PP11]. Conduct every five years IAW AFI 11-403, *Aerospace Physiological Training Program*. (T-2)

4.7.27. Pilot Simulator Refresher Course [G251]. See [Attachment 3](#). (T-3)

4.7.27.1. Simulator refresher training is not required for aircrew members who are not flying the same or similar aircraft beyond 4 months after their due date. (T-3)

4.7.27.2. Satisfactory completion of basic qualification or course which includes instruction in a B-757/B-767 simulator satisfies the annual simulator refresher course requirement. (T-3)

4.7.28. Pilot Systems Refresher [G220]. Unit Training Office personnel or a civilian contractor will provide this training. (T-1)

4.7.28.1. Pilot simulator training that includes system academic training satisfies this requirement. (T-3)

4.7.29. Safe Passage [G062]. Training includes instruction on the following airspace and associated procedures: Airspace Coordination Areas, Restricted Operating Areas/Zones, High Density Airspace Control Zones, and Minimum Risk Routes. Training should include a discussion on current theater Air Tasking Order safe passage procedures for frequently visited theaters. (T-3)

4.7.30. Self-Aid/Buddy Care (SABC) [G941]. Provide basic life and limb-saving techniques to help wounded or injured personnel survive in medical emergencies until medical help is available. Conduct every two years IAW AFI 36-2644, *Self-Aid and Buddy Care Training*. (T-3)

4.7.31. Small Arms Training (M-9) [G280]. Purpose is to train crew members in successful engagement of enemy targets within the range and capabilities of their assigned weapon. Training includes academic and firing range exercise; live fire or firearms simulator training is authorized. Simulator may not be used for initial training Reference AFI 36-2226, *Combat Arms Program* for currency requirements. (T-3)

4.7.32. Use of Force Training [G283]. Use of Force ancillary training is designed to educate and prepare Air Force personnel to effectively apply force up to and including the use of deadly force. This training covers topics on Air Force assets, Use of Force policy, and the Use of Force Model as outlined in AFI 31-117, and DOD 5210.56, *Use of Deadly Force and the Carrying of Firearms by DOD Personnel Engaged in Law Enforcement and Security Duties*. Per AFI 31-117, all armed personnel must meet the level of firearms proficiency required by their arming group. Unit commanders will ensure crew members receive "use of force" training before being issued a firearm. This training is required every 12 months. (T-3)

4.7.33. Water Survival Continuation Training [SS05]. Completion of S-V90-A establishes the baseline for recurring training. Accomplish this training IAW AFI 16-1301.

#### ***Section 4E—Flying Training Requirements***

**4.8. Instructor/Evaluator Training Requirements.** Instructors and flight examiners will comply with the semi-annual flying requirements in **Table 4.3**. (T-1) Fifty percent of

semiannual flying training requirements may be credited while performing instructor or examiner duties except where noted. Instructor pilots may credit events accomplished in either seat. Currency may not be reset for an event in which an instructor/evaluator instructed/evaluated a student/examinee performing the event. Example: An instructor may credit a non-precision approach flown by a student under their supervision toward his semi-annual non-precision approaches; however, that instructor pilot may not credit this approach toward a LPS. (T-2)

**4.9. Logging of Events Completed in the Simulator.** Pilots may log up to 25 percent of their semi-annual flying training requirements ([Table 4.3](#)) in the simulator. The events logged will count only for volume; they may not be used to reset currency requirements. **EXCEPTION:** 100 percent of Category II ILS approach requirements may be logged in the simulator. **NOTE:** Pilots may not log landings performed in the simulator unless the simulator is certified as FAA level "C" or higher. (T-2)

**4.10. Basic Qualification Event Definitions.** The following event definitions apply to [Table 4.3](#) Semiannual Basic, Mission and AAR Qualification Flying Training Requirements. (T3)

4.10.1. Aircrew Proficiency Sortie (APS) [ST14]. CEA aircrew members may credit an APS when they complete all pre-flight, in-flight, and post-flight duties in their primary crew position. The amount of aircrew proficiency sorties credited may not exceed the number required in the crew complement listed in AFI 11-2C-32B, Vol 3. Only one APS should be logged per LM/AMSS per sortie. **Exception:** Instructors may credit if supervising a student accomplishing APS.

4.10.2. Pilot Local Proficiency Sortie (LPS) [ST15]. A local training mission including approximately one hour of primary or instructor time practicing instrument, transition, and emergency procedures. Fly maneuvers under the supervision of an instructor pilot and repeat them until an acceptable level of proficiency is attained or the LPS may not be credited. If the LPS is incomplete, the instructor will recommend whether the entire LPS or just the incomplete events are to be re-accomplished. (T-1) Pilots need not complete all LPS events on a single sortie. Credit an LPS when all events are complete. LPS sortie criteria:

4.10.2.1. A review of boldface emergency procedures.

4.10.2.2. Three instrument approaches or two instrument approaches and a holding pattern or procedure turn.

4.10.2.3. A circling approach (traffic permitting).

4.10.2.4. A simulated engine-out landing.

4.10.2.5. A simulated engine-out go-around.

4.10.2.6. A Visual Flight Rules traffic pattern (weather permitting).

**4.11. Mission and AAR Qualification Event Definitions.** The following event definitions apply to [Table 4.3](#) Semiannual Basic, Mission and AAR Qualification Flying Training Requirements. (T-3)

4.11.1. Mission Sortie [MS01]. CEA aircrew members may credit a mission sortie if they accomplish pre-mission planning (if applicable) and complete all appropriate pre-flight, in-

flight and post-flight requirements. Crew members may dual log a mission sortie and an aircrew proficiency sortie if all requirements are completed.

4.11.1.1. Loadmasters. As a minimum, a mission sortie includes passengers and/or an actual up and download of cargo. Only one mission sortie should be logged per LM per sortie. **Exception:** Instructors may log if supervising a student accomplishing a mission sortie.

4.11.1.2. AMSS. As a minimum, a mission sortie includes coordination of flight/ground activities away from home station and/or an air-to-air refueling sortie. Only one mission sortie should be logged per AMSS per sortie. **Exception:** Instructors may log if supervising a student accomplishing a mission sortie.

4.11.2. Overseas Sortie [OS01]. Pilots may credit an overseas sortie if they occupy either pilot seat during an Outside of the Continental United States (OCONUS) takeoff or landing (not including flights between the CONUS and Alaska). Instructors may credit an overseas sortie if instructing a pilot occupying either seat. CEA aircrew members may credit an overseas sortie if they perform primary aircrew duties during an OCONUS mission (not including flights between the CONUS and Alaska). Pilots that are non-current for an overseas sortie may regain currency under the supervision of a current and qualified aircraft commander. CEA crewmembers that are non-current for an overseas sortie may regain currency under the supervision of a current and qualified CEA of the same crew position.

4.11.3. Air-to-Air Refueling (AAR) Sortie [AR01].

4.11.3.1. PF AAR qualified pilots may credit an AAR sortie if they accomplish a closure from pre-contact and a sustained contact.

4.11.3.2. PNF AAR certified pilots may credit an AAR sortie if they complete normal PNF AAR duties and maintain a stabilized pre-contact position.

**Table 4.1. Ground Training and Currency Requirements (T-2).**

ONE TIME REQUIREMENTS	Notes	Pilot	AMSS	LM
Combat Survival Training, Initial (S-V80-A) (SS20)	(2)	X	X	X
CRM, Initial (G231)	(3)	X	X	X
Water Survival, Initial (S-V90-A) (SS32)	(2)	X	X	X
<b>REQUIRED AFTER PCS</b>				
Aircrew Flight Equipment Familiarization (LL01)	(1)	X	X	X
Egress Training, Initial (LL03)	(1)	X	X	X
Fire Extinguisher Training (G022)	(3)	X	X	X
Local Area Survival (SS01)	(1)	X	X	X
Marshaling Training and Exam (G002)	(1,4)	X	X	X

Unit Indoctrination Briefing (G001)	(3)	X	X	X
<b>REQUIRED EVERY 60 MONTHS (To The End Of Month)</b>				
Passport (E030)	T-3	X	X	X
Physiological Training, Refresher (PP11)	(1)	X	X	X
<b>REQUIRED EVERY 36 MONTHS (To The End Of The Month)</b>				
Combat Survival Continuation Training (SS02)	(2)	X	X	X
Water Survival Continuation Training (SS05)	(2)	X	X	X
HRI/CSI (SS07)	T-3, (2)	X	X	X
<b>REQUIRED EVERY 24 MONTHS (To The End Of The Month)</b>				
Aircraft Anti-Hijacking (G090)	(1)	X	X	X
Conduct After Capture (CAC) Training (SS03)	(2)	X	X	X
HAZMAT Refresher (G252)	T-3	X		X
Self-Aid/Buddy Care (G941)	T-3	X	X	X
Small Arms Training (M-9) (G280)	T-3	X	X	X
<b>REQUIRED EVERY 20 MONTHS (To The End Of The Month)</b>		Pilot	AMSS	LM
CBRNE Defense Awareness Course (G010)	T-3	X	X	X
<b>REQUIRED EVERY 17 MONTHS (To The End Of The Month)</b>				
AMSS Refresher (G221)	T-3, (3)		X	
Authentication/Ops Codes (G081)	T-3	X	X	
Crew Resource Management (Refresher) (G230)	(3)	X	X	X
Egress Training, Non-ejection (LL03)	(1)	X	X	X

EEC (EV01)	T-3, (3)		X	X
IFF/SIF (G082)	T-3	X	X	
Aircrew Flight Equipment Training (LL06)	(2)	X	X	X
Loadmaster Systems Refresher (G224)	T-3, (3)			X
Pilot Simulator Refresher Course (G251)	T-3, (3)	X		
Pilot Systems Refresher (G220)	T-3 (3)	X		
Safe Passage (G062)	T-3	X	X	
<b>REQUIRED EVERY 12 MONTHS</b> <b>(IAW current AFI 44-170 and AFI 48-123)</b>				
Flight Physical (PP01)	(1)	X	X	X
<b>REQUIRED EVERY 12 MONTHS</b> <b>(To The End Of The Month)</b>				
Aircrew Intelligence Training (G121)	T-3	X	X	X
AT Training (G109)	T-3	X	X	X
IAA Awareness (G106)	T-3	X	X	X
Law of Armed Conflict (G100)	T-3	X	X	X
Use of Force Training (G283)	T-3	X	X	X
Information Protection (E100)	T-3	X	X	X
<b>REQUIRED END OF FOURTH QUARTER</b> <b>AFTER COMPLETION</b>				
Instrument Refresher Course (G130)	(3)	X		
<b>REQUIRED PRIOR TO OCONUS MSN</b> <b>AND/OR PRIOR TO ASSUMING ALERT</b>		<b>Pilot</b>	<b>AMSS</b>	<b>LM</b>
ISOPREP Review (G120)	T-3, (2)	X	X	X
Official Passport (E030)	T-3, (6)	X	X	X
NOTES:				
1. Grounding item. Crew member will not fly until current in this item.				
2. Mission ready item. Crew members will not deploy on exercises, contingencies,				

operational missions, or be placed in ALERT status.

3. Training status item. Crew members will fly in training status (under instructor supervision) until current in this item.

4. Complete this training within 30 days of a PCS or every 4 years, whichever occurs first.

5. Pilots will complete this training every 36 months.

6. Required for ALERT. Case by case basis for planned OCONUS mission. OCONUS mission without official passport requires CC/DO approval. (T-3)

**Table 4.2. Prorated Training Requirements (T-2).**

Consecutive Days Not Available During Training Period		Semiannual Period Months Remaining						Quarterly Period Months Remaining				
0-14 Days		6						3				
15-45 Days		5						2				
46-75 Days		4						1				
76-105 Days		3						1				
106-135 Days		2										
136 Days-Six Months		1										
Months Remaining Semi-Annual/Quarterly		Number Of Events Required For Semiannual Currency										
		24	18	16	12	10	8	6	4	3	2	1
		Remaining Requirements For Semiannual/Quarterly										
6	3	24	18	16	12	10	8	6	4	3	2	1
5	-	20	15	13	10	8	7	5	3	2	2	1
4	2	16	12	10	8	7	5	4	3	2	1	1
3	-	12	9	8	6	5	4	3	2	2	1	1
2	1	8	6	5	4	3	3	2	1	1	1	1
1	-	1	1	1	1	1	1	1	1	1	1	1

**Table 4.3. Semiannual Basic, Mission, and AAR Flying Training Requirements (T-3).**

C-32B BASIC REQUIREMENTS	Notes:	Pilot	AMSS	LM
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Aircrew Proficiency Sortie (ST14)	(1)		6	6
Local Proficiency Sortie (ST15)	(2)	2		
Total Landings (LD00)	(1)	20		
Total Takeoffs (TO00)	(1)	20		
Night Landings (LD05)		5		
Category II ILS (B085)	(3, 8)	3		
Precision Approaches (AP20)		8		
Non-Precision Approaches (AP21)		15		
AC Touch and Go (P200)	(4)	6		
RNAV (B110)		6		
<b>C-32B MISSION REQUIREMENTS</b>				
Overseas Sortie (OS01)	(5, 9)	2	2	2
Mission Sortie (MS01)			2	2
<b>C-32B AAR REQUIREMENTS</b>				
AAR Sortie (AR01)	(6)	3		
Night Air Refueling Sortie (AR05)	(7)	2		
AAR Rendezvous (AR50)	(7, 8)	2		
<p>NOTES:</p> <ol style="list-style-type: none"> <li>1. Designated crew members must accomplish this event every calendar month. AMSS and LM may dual log a mission sortie and aircrew proficiency sortie if all requirements are satisfied.</li> <li>2. One is required each quarter.</li> <li>3. 100 percent may be accomplished in the simulator.</li> <li>4. Not applicable to Instructor and Evaluator Pilots.</li> <li>5. Not required for Mission Capable Crew members.</li> <li>6. A sortie is required every 60 days. PF AAR qualified pilots must accomplish a sustained contact. PNF AAR certified pilots must hold the pre-contact position.</li> <li>7. Non-currency in this event results in loss of AAR currency.</li> <li>8. Can be dual logged by PF and PNF.</li> <li>9. Pilots that are non-current for an overseas sortie may regain currency under the supervision of a current and qualified aircraft commander. CEA crewmembers that are non-current for an overseas sortie may regain currency under the supervision of any current and qualified CEA of the same crew position.</li> </ol>				

**Table 4.4. Basic and Mission Aircraft Re-currency and Requalification Requirements (T2).**

1. Noncurrent less than 6 months: Show proficiency in deficient items to an instructor. In addition, pilots will perform a takeoff, approach, and landing.
2. Noncurrent 6-24 months (unqualified): Mission qualification training as directed by unit commander. The training includes the following: Pilots require simulator refresher or system refresher academics, written instrument exam, qualification exams, and requalification flight evaluation. CEA crew members will complete applicable refresher course, qualification exams, and a requalification flight evaluation. Previous C-32B instructors may requalify directly to instructor status.
3. Noncurrent 24-60 months (unqualified): Crew members must complete mission requalification requirements IAW <b>Chapter 2, 3, and 5</b> . Previous C-32B instructors may requalify directly to instructor status.
4. Noncurrent over 60 months (unqualified): Crew members must complete initial qualification requirements IAW <b>Chapters 2 and 3</b> . Previous C-32B instructors may not requalify directly to instructor status.

**Table 4.5. AAR Certification/Qualification Re-currency and Requalification Requirements (T-2).**

1. Noncurrent less than 6 months: Show proficiency in deficient items to an instructor.
2. Noncurrent 6-24 months: PNF AAR certified pilots must show proficiency in deficient items with an AAR instructor pilot. PF AAR qualification training will be as directed by the unit commander and must include a PF AAR flight evaluation. Previous C-32B certified AAR instructors may requalify directly to AAR instructor status and must include a PF AAR flight evaluation.
3. Noncurrent 24-60 months (unqualified): Crew members must complete PNF AAR certification or PF AAR qualification training IAW <b>Chapters 5</b> . Previous C-32B certified AAR instructors may requalify directly to AAR instructor status and must include a PF AAR flight evaluation.
4. Noncurrent over 60 months (unqualified): Crew members must complete initial mission qualification requirements IAW <b>Chapters 5</b> . Previous C-32B AAR instructors may not requalify directly to instructor status.

## Chapter 5

### UPGRADE AND SPECIALIZED TRAINING

#### *Section 5A—General*

**5.1. Scope.** This chapter identifies the prerequisites and training requirements for qualified aircrew members upgrading to additional levels of qualification/certification. (T-2)

**5.2. Time Period for Qualification.** The maximum time period for aircraft commander and instructor upgrade training is 120 days from the date of the first ground training session or flight (whichever occurs first). Individuals unable to complete upgrade training within this limit may continue training; however, their units will notify NGB/A3T (cc AFSOC/A3VS) with the reason for delay and expected completion date. (T-1)

#### *Section 5B—Aircraft Commander Upgrade.*

**5.3. Aircraft Commander and Instructor Pilot Upgrade.** Use [Table 5.1](#) to determine the minimum fixed wing hour requirements for pilot upgrades. OG/CC (or equivalent) is the waiver authority for the total and PAA hours required. (T-3)

5.3.1. Aircraft Commander Certification. Aircraft Commander Certification will be accomplished IAW the AFSOC/A3VS approved Aircraft Commander Certification Program (ACCP) and AF Form 4111s. The ACCP is completed after a successful operational mission evaluation (OME) in which the Aircraft Commander candidate successfully commands a typical unit mission. (T-3)

**Table 5.1. Pilot Fixed Wing Flying Hour Requirements (T-3).**

Qualification	Total Hours	C-32B Hours	Notes
Aircraft Commander (MP)	1000 hours	500 hours	200 hours if prior AC
Instructor Pilot (IP)	1500 hours	800 hours	350 hours if prior IP

#### *Section 5C—Specialized Upgrade*

**Table 5.2. Pilot AAR Certifications and Qualifications (T-2).**

AAR Certifications and Qualifications	PD Code	AAR Restrictions
PNF AAR Certification	3	(No PF duties inside pre-contact)
PF AAR Qualification	2	None
AAR IP Certification	1	None

#### **5.4. AAR (T-2).**

5.4.1. Pilots must successfully complete initial C-32B mission qualification prior to beginning AAR certification/qualification upgrade training. (T-1)

5.4.1.1. PNF AAR Certification is an instructor certified certification and will be documented in individual's FEF on an AF Form 4348.

5.4.1.2. PF AAR Qualification will be completed after successful completion of evaluation documented on AF Form 8.

5.4.2. Pilot AAR certification/qualification training should begin within 60 days of their initial mission qualification (N/A for pilots that will be designated airland only).

5.4.3. Flying training should be scheduled to provide maximum continuity to the student. All AAR upgrade training will be accomplished IAW AFSOC/A3VS approved SOI and AF Form 4111s. PF AAR qualification students must fly all AAR training maneuvers and evaluation from the left seat. PNF AAR certification training may be flown in either seat.

**5.5. AAR Instructor.** Pilots must be qualified as a basic instructor prior to entering AAR instructor upgrade training. Pilots will complete a minimum of two flights prior to the AAR instructor certification. All maneuvers will be flown from the right seat. Complete training IAW AFSOC/A3VS approved SOI and AF Form 4111s. AAR IP Certification is an instructor certified event and will be documented on an AF Form 4348. (T-2)

**5.6. Aircraft Commander Touch and Go Certification.** After successful completion of aircraft commander qualification, and having a minimum of 100 hours as an aircraft commander, pilots may be certified to perform touch and go landings without an instructor at the discretion of the unit CC/DO. Complete this training IAW the AF Form 4111s for this instruction. Document the certification on an AF Form 4348. (T-3)

### ***Section 5D—Instructor/Flight Examiner Upgrade***

**5.7. Aircrew Instructor Program.** A sound and practical aircrew instructor program is a prerequisite for effective training, standardization, and aircraft accident prevention. The aircrew instructor program includes individuals required to perform duties as an instructor for any aircrew position. Individuals designated for instructor duty are authorized to instruct at all levels of qualification. (T-2)

5.7.1. Select instructors based on their background, experience, maturity, and ability to instruct.

**5.8. Instructor Qualification.** Unit commanders will personally review each instructor candidate's qualifications to ensure the individual possesses the following minimum prerequisites. (T-1)

5.8.1. Instructional Ability. An instructor is a teacher and must understand the principles of instruction as outlined in the instructor upgrade SOI and AF Form 4111s.

5.8.2. Judgment. Instructors possess judgment necessary to meet unexpected or induced emergencies and the ability to exercise sound judgment through mature realization of their own, their student's, and the aircraft's limitations.

5.8.3. Personal Qualities. The instructor has patience, tact, understanding, and the desire to instruct others. Instructors must have a personality that inspires and wins the respect of each student.

5.8.4. Technical Knowledge. The instructor is thoroughly familiar with respective aircraft systems and equipment, normal and emergency operating procedures, and for pilots, the prohibited maneuvers and aircraft performance under all conditions of flight. Additionally, all instructors are thoroughly familiar with the applicable portions of USAF and AFSOC flight management, flying training, and flying operations publications.

5.8.5. Flying Experience. Instructors possess reasonable flying experience to include desired standards of skill and proficiency in both the aircraft and assigned missions. Flying hours alone cannot be accepted as criteria for selection to instructor.

## **5.9. Instructor Responsibilities (T-2).**

5.9.1. General. Instructors are thoroughly familiar with all courseware and contents of the applicable attachments to this instruction for qualification, upgrade, and specialized training they are required to administer.

5.9.1.1. Instructors review the student's training records, to include records of counseling and other evaluations or progress indicators, prior to performing each training flight or session.

5.9.1.2. Instructors are responsible for a thorough preflight briefing and critique; they will comply with requirements of mission outlines, as appropriate, for the type mission being flown. (T-1)

5.9.1.3. Instructors must ensure all required upgrade training items are completed and signed off and that the required level of proficiency has been demonstrated before recommending the student for an evaluation or certifying that the student is qualified. (T-1)

5.9.2. Instructor Pilots. Instructor pilots are responsible at all times for the conduct of the flight and safety of the aircraft. If at any time during the flight the judgment or proficiency of the student at the controls raises a question in the instructor's mind as to the student's ability to safely complete a prescribed maneuver, the instructor will immediately take over the controls of the aircraft. (T-1) The instructor should then explain and demonstrate proper methods of conducting the maneuver prior to the student resuming control of the aircraft. All instructors will place special emphasis on the procedures for positive identification of emergency conditions before initiating corrective action. (T-1) In addition, instructors will place a high emphasis on the procedures for positive exchange of control; these procedures are thoroughly briefed.

5.9.3. Instructor CEA. Each instructor aircrew member is responsible for the safe execution of the duties of their respective crew position. At any time during the flight, if the judgment or proficiency of the student should raise a question in the instructor's mind as to the student's ability to safely execute the duties of the aircrew position, the instructor will immediately take over those duties. (T-1) The instructor should then explain and demonstrate the proper method of executing those duties. All instructors will place special emphasis on the procedures for positive identification of emergency conditions before initiating corrective action. (T-1)

5.9.4. Instructor Deficiencies. Instructors who demonstrate deficiencies in their ability to instruct may be used in their primary crew position (provided the deficiency does not involve

primary crew duties). Commanders will take the necessary action to either retrain or remove those individuals from instructor status IAW applicable Air Force and NGB directives. (T-1)

#### **5.10. Instructor Upgrade Prerequisites (T-3).**

5.10.1. Initial Candidates. All initial instructor upgrade candidates must be mission ready in their unit's mission for a minimum of six months in addition to the requisites listed below (T-1):

5.10.1.1. Instructor Pilot. Have a minimum flying time of 1500 hours, with a minimum of 800 hours in the unit aircraft prior to entering local instructor upgrade. **NOTE:** If the instructor pilot candidate was a prior MDS instructor, the requirement of 800 hours in the unit aircraft is waived to 350 hours.

5.10.1.2. Instructor AMSS and LM. Have at least 500 hours total time and a minimum flying time of 150 hours in the unit aircraft prior to entering local instructor upgrade.

#### **5.11. Instructor Ground and Flight Training Requirements. (T-2)**

5.11.1. Instructor CBTs. Prior to initial instructor flight evaluation, instructor candidates must complete AETC Instructor CBTs. The AETC CBTs include: Flight Instructor Preparatory, CRM for Instructors, and Instructor Fundamentals. **Exception:** This only applies to initial instructor candidates that have not previously been a USAF aircrew instructor.

5.11.2. All instructor upgrade training is conducted in-unit.

5.11.3. Conduct flying training IAW applicable AFSOC/A3VS approved SOIs and AF Form 4111s provided by this instruction.

#### **5.12. Flight Examiner Upgrade.** Flight examiners are selected from the most qualified and competent instructors. Candidates will demonstrate satisfactory knowledge of command training and evaluation procedures. (T-1)

5.12.1. Prior to certification as a flight examiner, flight examiner candidates will observe an evaluation and then administer an evaluation under the supervision of another qualified examiner. (T-1) The qualified examiner will sign the AF Form 8 for the evaluation. **NOTE:** If previously certified as an examiner, there is no requirement to observe an evaluation.

#### **5.13. Information Collection, Records, and Forms.**

5.13.1. Information Collections. No information collections are created by this publication.

JOHN W. RAYMOND, Lt Gen, USAF  
Deputy Chief of Staff, Operations

**Attachment 1****GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFI 10-245, *Antiterrorism (AT)*, 21 September 2012

AFI 10-2501, *Air Force Emergency Management (EM) Program Planning and Operations*, 24 January 2007

AFI 11-202, Vol 1, *Aircrew Training*, 22 November 2010

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AFI 11-218, *Aircraft Operations and Movement on the Ground*, 28 October 2011

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DODD 5210.56, *Carrying of Firearms and the Use of Force by DoD Personnel Engaged in Security, Law and Order, or Counterintelligence Activities*, 1 April 2011

DODI 7730.57, *Aviation Incentive Pays and Continuation Bonus Program*, 12 August 2008

Executive Order 9397, *Numbering System for Federal Accounts Relating to Individual Persons*

Public Law 92-204, Section 715, *Appropriations Act for 1973*

Public Law 93-570, *Appropriations Act for 1974*

Public Law 93-294, *Aviation Career Incentive Act of 1974*

Title 37 U.S.C. §301a, *Incentive Pay*

USSOCOM Directive 525-21, *Personnel Recovery*, 4 May 2000

### ***Adopted Forms***

AF 847, *Recommendation for Change of Publication*

AF Form 8, *Certificate of Aircrew Qualification*

AF Form 942, *Record of Evaluation*

AF Form 4109, *SOF/CSAR Aircrew Training Record*

AF Form 4110, *Comments – SOF/CSAR Training Record*

AF Form 4111, *SOF/CSAR Training Record*

AF Form 4348, *USAF Aircrew Qualification*

### ***Abbreviations and Acronyms***

**AAR**—Air-to-Air Refueling

**AF**—Air Force

**AFE**—Aircrew Flight Equipment

**AFI**—Air Force Instruction

**AFJI**—Air Force Joint Instruction

**AFKAO**—Air Force Cryptological Aids Operations

**AFMAN**—Air Force Manual

**AFOSH**—Air Force Occupational Safety and Health

**AFSOC**—Air Force Special Operations Command

**AMSS**—Airborne Mission Systems Specialist(s)



**ANG**—Air National Guard

**API**—Aircrew Position Indicator

**ARMS**—Aviation Resource Management System

**AT**—Antiterrorism

**CBRNE**—Chemical, Biological, Radiological/Nuclear and Explosive

**CC**—Commander

**CEA**—Career Enlisted Aviator. For C-32B, includes Airborne Mission Systems Specialist(s) and Loadmasters

**CRM**—Crew Resource Management

**CSI**—Contingency SERE Indoctrination

**CST**—Combat Survival Training

**DNIF**—Duties Not Involving Flying

**DO**—Director of Operations (unit level)

**DOC**—Designed Operational Capability

**DOD**—Department of Defense

**EEC**—Emergency Evacuation Course

**ETCA**—Education and Training Course Announcement

**GT**—Ground Training

**HAZMAT**—Hazardous Material

**HQ**—Headquarters

**IA**—Information Awareness

**IAW**—In Accordance With

**IFF**—Identify Friend or Foe

**IRC**—Instrument Refresher Course

**ISOPREP**—Isolated Personnel Report

**LAS**—Local Area Survival

**LM**—Loadmaster

**LPS**—Local Proficiency Sortie

**MAJCOM**—Major Command

**MDS**—Mission Design Series

**MX**—Maintenance

**NGB**—National Guard Bureau

**OCONUS**—Outside of the Continental United States

**OPR**—Office of Primary Responsibility

**PAA**—Primary Aircraft Assigned

**PCS**—Permanent Change of Station

**PRB**—Progress Review Board

**RDS**—Record Disposition Schedule

**SERE**—Survival, Evasion, Resistance, and Escape

**SIF**—Selective Identification Frequency Procedures

**SOI**—Syllabus of Instruction

**TDY**—Temporary Duty

**USAF**—United States Air Force

**USSOCOM**—United States Special Operations Command

**WX**—Weather

### ***Terms***

**AMSS**—A CEA specially trained to operate aircraft communication systems.

**Aircraft Commander**—An aircraft commander who may be designated as the “pilot in command” during missions.

**Air Force Special Operations Command**—Major command for Air Force Special Operations members.

**Air-to-Air Refueling (AAR)**—Airborne fuel on-load (simulated or actual) by a tanker aircraft.

**Conversion Training**—Training accomplished when changing between same design, but different series, aircraft. The amount of training needed for qualification does not warrant attendance at a formal qualification course.

**Event**—A training item to be accomplished. Multiple events may be completed and logged during a sortie unless specifically excluded elsewhere in this instruction.

**Formal School Courseware**—Training materials and programs developed for training aircrew members at formal schools. It includes all student study guides, workbooks, computer-based training lessons, slide tape lessons, instructor guides, and applicable Training Progress Record. AF Form 4109, *Special Operations Training Folder*. AF FORM 4110s *Comments-Special Operations Training* and AF FORM 4111s *Special Operations Training Record* are the courseware when there isn't a formal school available.

**Instructor Certified Events**—Training given to an aircrew member that requires an instructor to certify the student's attainment of the required proficiency and knowledge levels as specified in courseware and, if appropriate, AF FORM 4111s. Instructor certified events are documented on AF FORM 1381.

**Loadmaster**—A CEA qualified to perform aircraft passenger operations, on and offloading, and aerial delivery IAW AFI 11-401.

**Mission Capable Aircrew Member**—An aircrew member who satisfactorily completed mission qualification and is maintaining 50 percent of the applicable basic/mission qualification currency requirements of this instruction. Mission capable aircrew members may perform primary crew duties on any unilateral training mission. For other missions, the unit commander must determine the readiness of each mission capable crew member to perform primary crew duties.

**MDS for aircraft**—The first letter identifies the mission of the aircraft (i.e. A, C, E, H, M). The second letter and subsequent numbers identify the design of the aircraft (i.e. C-130, F-15). The last letter identifies the series of aircraft (i.e. E, H).

**Mission Essential Task List (METL)**—Combat-oriented training requirements. All AFSOC aircrew-training requirements should be in support of unit METLs.

**Mission Events**—The unit DOC defines required crew capabilities.

**Mission Ready Aircrew member**—Crew member who has successfully completed appropriate qualification, and is maintaining qualification currency requirements of this instruction.

**Operational Mission**—Mission which has the primary purpose to provide direct support for contingencies, or Headquarters (HQ) USSOCOM and its subordinate commands.

**Primary Aircraft Assigned**—Type of aircraft authorized to a unit for performance of its operational mission. PAA time includes all C-32B primary, secondary, other, instructor and evaluator time for this AFI.

**Primary Aircraft Inventory (PAI)**—Aircraft authorized to a unit for performance of its operational mission. The primary authorization forms the basis for the allocation of operating resources to include manpower, support equipment, and funding of flying hours.

**Re-currency/Requalification Training**—Training an aircrew member must accomplish under the supervision of an instructor when currency has been lost.

**Total Flying Time**—Total time for all aircraft flown in military service to include student time. Time accumulated must be in the aircrew member's current rating (e.g., pilot).

**Training Status**—A deficient status in which a crew member must fly under the supervision of an instructor when occupying a primary crew position. Once deficient items are corrected, the crew member is removed from training status.

## Attachment 2

### AIRCREW TRAINING RECORD

**A2.1. General.** The AF Form 4109 contains the AF Form 4110s, and the applicable AF Form 4111s, for the type training and aircrew position. Comply with the following instructions for management of the AF Form 4109. (T-2)

A2.1.1. Initiate an AF Form 4109 for any aircrew member beginning:

A2.1.1.1. Formal upgrade flying or ground training.

A2.1.1.2. Aircraft conversion training.

A2.1.1.3. Special mission event upgrade training.

A2.1.1.4. In-unit upgrade program to next higher crew qualification.

A2.1.1.5. Corrective action required as a result of a flight evaluation of an end-of-course or recurring evaluations. At the discretion of the unit commander, initiation of a training folder may be waived if corrective action is limited. If initiated, the flight examiner who evaluated the aircrew member will enter comments pertinent to the training deficiency on the AF Form 4110. (T-1)

A2.1.2. Do not insert training forms in flight evaluation folders.

A2.1.3. Maintain “active” AF Forms 4109 in a location readily accessible to instructors, trainers, supervisors, and the individual aircrew members in training. Training folders should be maintained in the unit to which students are assigned or attached for flying.

A2.1.4. Unit training managers will retain AF Form 4109s from in-unit training and upgrades for 1 year. (T-1)

A2.1.5. The instructor is responsible for documentation placed in the training folder for the aircrew member receiving training. The training folder is available for the student to review.

**A2.2. Instructions for Documenting Aircrew Training.** Complete IAW AFI 11-202, Vol 1 AFSOC SUP. (T-2)

### Attachment 3

#### PILOT SIMULATOR REFRESHER

**A3.1. Pilot Simulator Refresher [G251].** Pilots qualified in unit aircraft IAW [Chapter 2](#) will complete a periodic simulator refresher course. (T-1) The maximum time period between events is 17 months from date last accomplished. (T-3)

A3.1.1. Simulator refresher training is not required for aircrew members who are not flying the same or similar aircraft beyond 4 months after their due date.

A3.1.2. Satisfactory completion of basic qualification or requalification course, which includes instruction in a simulator, satisfies the periodic simulator refresher course requirement.

**A3.2. Simulator Refresher Course.** The 17 month simulator refresher course is designed to improve standardization and to provide maximum training on normal, instrument, and emergency procedures. Normally, the course consists of two days of ground school and two 4 hour simulator sessions with an in-depth pre-briefing and debriefing for each session. The pre-briefing and actual simulator missions are designed to thoroughly review areas below. The contract simulator training in conjunction with 150 SOS Training Office will develop associated courseware and may add or delete items as applicable to their assigned aircraft and mission. (T1)

A3.2.1. Mission Prebriefing.

A3.2.1.1. The pre-briefing will reviews normal operations, limitations, and malfunctions of the following aircraft systems as well as associated emergency procedures:

A3.2.1.2. Warning Systems.

A3.2.1.3. Oxygen Systems.

A3.2.1.4. Smoke, overheat, fire detection and extinguishing systems.

A3.2.1.5. Fuel System.

A3.2.1.6. Environmental:

A3.2.1.6.1. Air Conditioning System.

A3.2.1.6.2. Pressurization System.

A3.2.1.7. Anti and Deicing Systems.

A3.2.1.8. Electrical System:

A3.2.1.8.1. AC power sources and buses.

A3.2.1.8.2. AC power distribution system.

A3.2.1.8.3. DC power distribution system.

A3.2.1.8.4. Ground and emergency power.

A3.2.1.9. Engines:

A3.2.1.9.1. Engine oil system.

- A3.2.1.9.2. Engine starting and ignition.
  - A3.2.1.10. Instruments:
    - A3.2.1.10.1. Pitot-static system.
    - A3.2.1.10.2. Compass system.
  - A3.2.1.11. Hydraulics:
    - A3.2.1.11.1. Hydraulic systems.
    - A3.2.1.11.2. Flight controls.
    - A3.2.1.11.3. Landing gear.
    - A3.2.1.11.4. Brake systems.
  - A3.2.1.12. Communication and Navigation systems.
  - A3.2.1.13. Integrated flight control system:
    - A3.2.1.13.1. Autopilot.
    - A3.2.1.13.2. Flight director system.
  - A3.2.1.14. Adverse weather operation, thunderstorm avoidance, and wind shear.
  - A3.2.1.15. Current trends of accidents, incidents and equipment malfunctions.
  - A3.2.1.16. The following additional areas are thoroughly reviewed:
    - A3.2.1.16.1. Crash landing.
    - A3.2.1.16.2. Ditching.
    - A3.2.1.16.3. Performance Data.
    - A3.2.1.16.4. Drift down.
    - A3.2.1.16.5. Wind shear and Controlled Flight into Terrain (CFIT).
    - A3.2.1.16.6. Stalls and stall recoveries. A minimum of 30 minutes of academic classroom training is devoted to a discussion of:
      - A3.2.1.16.6.1. Those situations in which the airplane is most susceptible to stall.
      - A3.2.1.16.6.2. How to or guard against stalls when encountering those situations.
      - A3.2.1.16.6.3. The importance of crew coordination in preventing stalls.
      - A3.2.1.16.6.4. Stall recognition and recovery procedures.
      - A3.2.1.16.6.5. The relationship and effects of density altitude, airspeed, gross weight, bank angles, wing loading, and how they affect stalls.
      - A3.2.1.16.6.6. How to prevent secondary stalls.
    - A3.2.1.16.7. Mission profile briefing (prior to each mission).
- A3.3. Simulator Sessions.** Include the following areas as a minimum. (T-3)
- A3.3.1. CRM, pilot judgment, critical action procedures and quick decision problems.

A3.3.2. Minimum of one quick decision problem for each simulator session.

A3.3.3. Minimum of one planned session where conditions can be altered or emergencies created that will test the crew's ability to think and plan during periods of stress.

A3.3.4. Minimum of one planned session where minimum altitude for terrain and obstacle clearance during climb, cruise, and descent is stressed.

A3.3.5. Instrument approaches and procedures. Emphasis should be placed on non-precision approaches.

A3.3.6. Emergencies and malfunctions. The following should be given at least once during the length of the course. Those items not actually covered in the simulator are discussed during the briefing or debriefing.

A3.3.6.1. APU Fire.

A3.3.6.2. Starting malfunctions.

A3.3.6.3. Engine fire on the ground.

A3.3.6.4. Bleed air malfunction.

A3.3.6.5. Aborted takeoff.

A3.3.6.6. Engine fire or failure takeoff continued.

A3.3.6.7. Runaway pitch trim.

A3.3.6.8. Engine overheat.

A3.3.6.9. Precautionary engine shutdown.

A3.3.6.10. Engine failure or fire in flight.

A3.3.6.11. In-flight start.

A3.3.6.12. Fuselage fire.

A3.3.6.13. Smoke and fume elimination.

A3.3.6.14. Electrical malfunctions and fire.

A3.3.6.15. Turbulence and thunderstorms.

A3.3.6.16. Engine and wing icing.

A3.3.6.17. Air conditioning overheat.

A3.3.6.18. Compass failure.

A3.3.6.19. Oil system failure:

A3.3.6.19.1. Low quantity.

A3.3.6.19.2. Low pressure.

A3.3.6.19.3. High temperature.

A3.3.6.20. Landing gear failure.

A3.3.6.21. Flight control failure.

A3.3.6.22. Asymmetric flaps.

A3.3.6.23. In-flight door warning.

A3.3.6.24. Rapid decompression.

A3.3.6.25. Emergency descent.

A3.3.6.26. Engine-out approach and go-around.

A3.3.6.27. Wheels up landing.

A3.3.6.28. Anti-skid failure.

A3.3.6.29. Stalls and stall recoveries:

A3.3.6.29.1. Accomplish in the landing and takeoff configurations.

A3.3.6.29.2. Accomplish stalls for level flight and with bank angles consistent with aircraft configuration.

A3.3.6.30. Steep turns 45 degrees.

A3.3.6.31. Slow flight.

A3.3.6.32. Unusual attitude and spatial disorientation.

#### **A3.4. Mission debriefing (T-3).**

A3.4.1. Debriefing.

A3.4.2. Critique.

A3.4.3. Requests for waivers to periodic simulator refresher training will contain proposed alternate means of attaining the training objectives.



## Attachment 4

### LOADMASTER REFRESHER COURSE

**A4.1. Loadmaster Refresher [G224].** Loadmasters will complete an annual refresher course as outlined in **Chapter 4**. (T-1) Refresher training is accomplished once each calendar year, not to exceed 17 months between courses. (T-3)

**A4.2. Loadmaster Refresher Course.** The annual loadmaster refresher course is designed to improve standardization and to provide maximum training on loadmaster duties and responsibilities. The course is normally scheduled to be completed in 4 hours. 150 SOS Training Office will develop associated courseware and may add or delete items as applicable to their assigned aircraft and mission. (T-1)

A4.2.1. Publications:

A4.2.2. Explain the use of publications required by loadmasters to perform their duties.

A4.2.2.1. Operation and Service Manuals.

A4.2.2.2. AF Publications.

A4.2.2.3. Command Publications.

A4.2.2.3.1. FCIF and FCIS.

A4.2.2.3.2. State directives to be carried.

A4.2.3. Aircraft commanders mission kit (applicable portions).

A4.2.4. Loadmaster Kit.

A4.2.5. Review loadmaster duties as outlined in AFI 11-2C-32B, Vol 3 and AFIM 24-204.

A4.2.6. Review border clearance requirements.

A4.2.7. Review local directives.

A4.2.8. Aircraft Systems Operations. Explain correct procedures, operational checks, and normal usage IAW Aircraft Operating Manuals.

A4.2.8.1. Oxygen system.

A4.2.9. Cargo Loading Systems and Aids.

A4.2.9.1. Checklist procedures.

A4.2.10. Loading system installation and limitations.

A4.2.10.1. Structural Limitations.

A4.2.10.2. Compartment load limits.

A4.2.11. Weight and Balance.

A4.2.11.1. Determine formulas used for weight and balance then solve problems by using formulas to compute the center of gravity (CG) of an aircraft.

A4.2.11.2. Basic weight and balance formula.

A4.2.11.3. Select and use charts and graphs required to complete the Weight and Balance Form.

A4.2.11.4. Weight limitation charts and loading charts.

A4.2.12. Airlift of Hazardous, Perishable, and Classified Materials. Using International Air Transport Association Dangerous Goods Regulations, state restrictions and precautions for handling, loading, and airlifting of hazardous materials.

A4.2.12.1. Restrictions from compatibility chart.

A4.2.12.2. Safety precautions and Shippers Declaration for Dangerous Goods.

A4.2.12.3. Protective clothing and equipment.

A4.2.13. Load Planning.

A4.2.13.1. Load plan given mixed loads to include the following:

A4.2.13.1.1. Distributed cargo.

A4.2.13.1.2. Hazardous cargo.

A4.2.13.1.3. Personnel.

A4.2.14. Customs. Review the responsibilities of the loadmaster when clearing customs.

A4.2.14.1. Regulations.

A4.2.14.2. Forms.

A4.2.15. Passenger Handling Techniques:

A4.2.15.1. Seating.

A4.2.15.2. Briefings.

A4.2.15.3. Emergency procedures and equipment.

A4.2.15.4. In-flight duties.

A4.2.15.5. Passenger relations.

A4.2.16. Emergency Procedures. Review emergency procedures in the Aircraft Operating Manual that pertain to the loadmaster.

A4.2.16.1. Ground operations.

A4.2.16.2. In-flight.

A4.2.16.3. Landing.

A4.2.17. Cargo compartment preparation.

**Attachment 5****AIRBORNE MISSION SYSTEM SPECIALIST REFRESHER COURSE**

**A5.1. AMSS Refresher [G221].** AMSS will complete an annual refresher course as outlined in **Chapter 4**. (T-1) Refresher training is accomplished once each calendar year, not to exceed 17 months between courses. (T-3)

A5.1.1. The AMSS refresher course is designed to improve standardization and to provide maximum training to improve and refine AMSS job skills.

A5.1.2. This course consists of four hours of classroom time. 150<sup>th</sup> SOS Training Office will develop associated courseware. (T-1)

A5.1.3. Dual log G081 and G082 with this training.

**A5.2. Course requirements (T-3).**

A5.2.1. Communications Equipment.

A5.2.1.1. LOS Radio Systems.

A5.2.1.2. SATCOM Radio Systems.

A5.2.1.3. INMARSAT Systems.

A5.2.1.4. Broadband Systems.

A5.2.1.5. IFF/SIF Systems.

A5.2.1.6. Local Area Network (LAN).

A5.2.1.7. Communications Management System.

A5.2.1.8. Laptop Interface Systems.

A5.2.1.9. Auxiliary Communications Equipment.

A5.2.1.10. Radio Frequency Distribution (RFD).

A5.2.2. Communications Procedures.

A5.2.2.1. ATO/SPINS

A5.2.2.2. Communications-Electronics Operating Instructions (CEOI)

A5.2.3. Emergency Messages and SAR Frequencies.

A5.2.4. Authentication.

## Attachment 6

## TABLE OF ALLOWABLE MANEUVERS

Table A6.1. Table of Allowable Maneuvers for PF Qualification/Certification (T-2).

			Intended PF Maneuver, PF Seat Location, & Minimum Crew Qual in other seat						
			Normal T/O or Landing		Touch & Go	PNF Air Refuel (Fly up to Pre-Contact)		PF Air Refuel (Fly Contacts)	
Crew Qualification			Left	Right		Left	Right	Left	Right
Pilot Flying (PF) Qualification	UP UNQUALIFIED PILOT		IP, TS, NP	IP, TS, NP	IP, TS, NP	NA	NA	NA	NA
	FP FIRST PILOT (NO AAR)		MP	MP	IP, TS, NP	AAR IP, TS, NP	AAR IP, TS, NP	AAR IP, TS, NP	AAR IP, TS, NP
	FP3 FIRST PILOT (PNF AAR)		MP	MP	IP, TS, NP	MP2	MP2	AAR IP, TS, NP	AAR IP, TS, NP
	FP2 FIRST PILOT (PF AAR)		MP	MP	IP, TS, NP	MP2	MP2	MP2	AAR IP, TS, NP
	MP ACFT CMDR (NO AAR)		A	A	IP, TS, NP	AAR IP, TS, NP	AAR IP, TS, NP	AAR IP, TS, NP	AAR IP, TS, NP
	MP3 ACFT CMDR (PNF AAR)		A	A	IP, TS, NP	MP2	MP2	AAR IP, TS, NP	AAR IP, TS, NP
	MP2 ACFT CMDR (PF AAR)		A	A	IP, TS, NP	FP3	FP3	FP3	AAR IP, TS, NP
	IP AILRLAND INSTR PILOT (NO AAR)		A	A	IP, TS, NP	AAR IP, TS, NP	AAR IP, TS, NP	AAR IP, TS, NP	AAR IP, TS, NP
	IP3 AIRLAND INSTR PILOT (PNF AAR)		A	A	IP, TS, NP	MP2	MP2	AAR IP, TS, NP	AAR IP, TS, NP
	IP2 AIRLAND INSTR PILOT (PF AAR)		A	A	IP, TS, NP	FP3	FP3	FP3	AAR IP, TS, NP
	IP1 AIRLAND AND AAR INSTR PILOT		A	A	TS, NP	A	A	A	A

**Table A6.2. Table of Allowable Maneuvers for PF Qualification/Certification Notes (T-2).**

<b>Table of Allowable Maneuvers Key, Assumptions, and Notes:</b>	
A	Authorized without restrictions as PF; assumes PNF current in certification/qualification.
NA	Not Authorized as PF, regardless of PNF certification/qualification.
MP	Maneuver Authorized with a minimum PNF certification/qualification of MP (Aircraft Commander).
IP	Maneuver Authorized with a minimum PNF certification/qualification of IP (Airland Instructor Pilot).
AAR IP	Maneuver Authorized with a minimum PNF certification/qualification of AAR IP (AAR Instructor Pilot).
NP	No Passengers authorized; MEP are not considered passengers for the restriction described in this table.
TS	Maneuver only authorized on any Training Sortie.
<b>How to read table:</b> A pilot with the certification/qualification on the left side of the chart is authorized to perform the maneuver (top) from the seat position (top) with the limitations (in chart) and with the PNF certification/qualification (in chart) occupying the other seat position. Example: An MP2 can conduct PF AAR (contacts) from the left seat with the minimum of an FP3 in the right seat.	